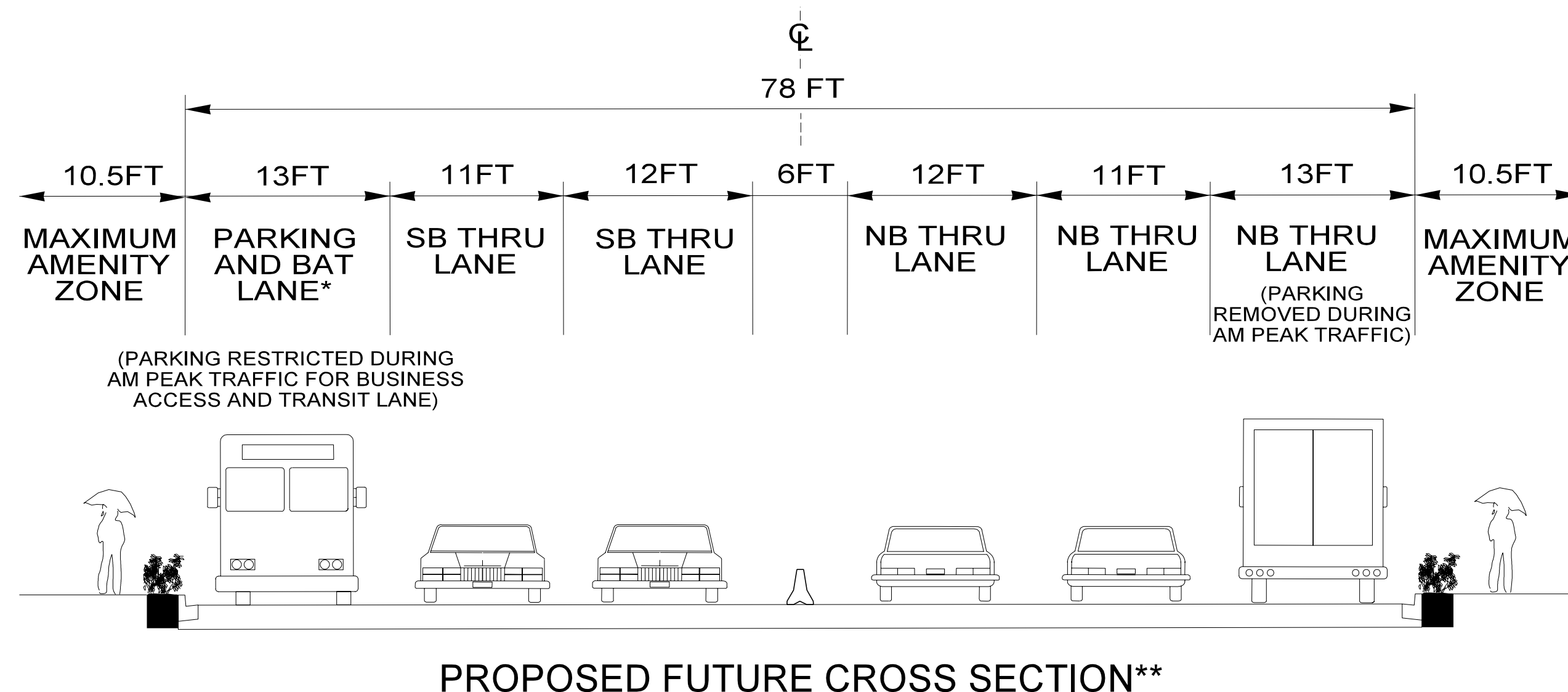
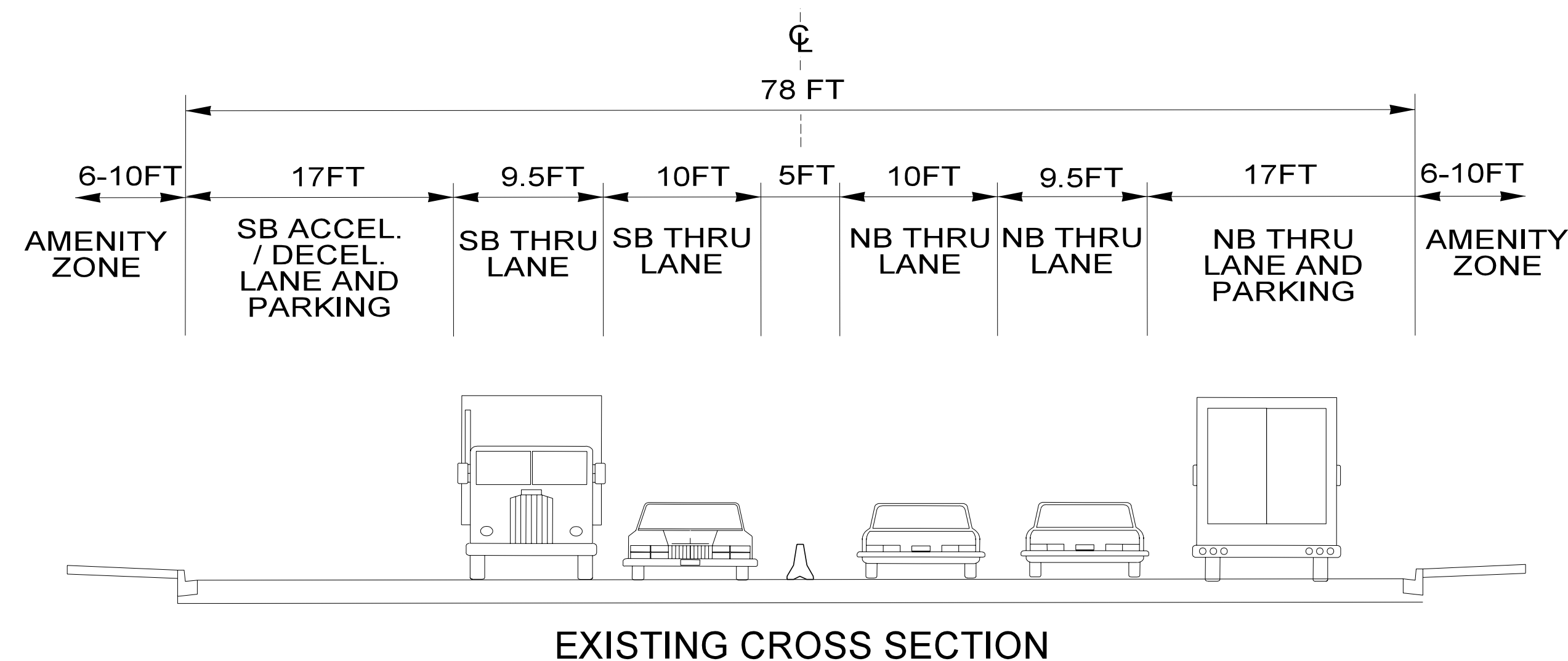




SOUTH FOCUS AREA

PROPOSED FUTURE CROSS SECTION

N. 39TH ST. TO N. 50TH ST.



*ADDITIONAL BAT LANE HOURS COULD OCCUR
BASED ON FUTURE CONGESTION LEVELS

**A DESCRIPTION OF THE PROPOSED FUTURE
CROSS SECTION IS PROVIDED TO THE RIGHT

DESCRIPTION OF PROPOSED FUTURE CROSS SECTION

Development Environment:

The only substantive change proposed is eliminating parking northbound, restricting parking southbound during A.M. peak traffic periods, and restriping the current curb lanes. However, future high accident locations along this segment of the corridor may be upgraded if it is determined that roadway improvements would address accidents. These improvement upgrades could have right-of-way implications for adjacent properties.

Proposed changes to the existing cross-section in conjunction with private property redevelopment:

Travel Lanes:

- Existing travel lanes are too narrow; contributing to sideswipe accidents and reduced capacity.
- Although 12-foot travel lanes are preferred for both travel lanes, an 11-foot middle travel lane and a 12-foot inside travel lane are recommended. These will significantly improve the safety and performance of the roadway and minimize right-of-way impacts.

Curb Lanes:

- The existing curb lane is narrow for a vehicle and a parked car.
- Curb lanes need to be wider than other travel lanes to provide for a "shy" distance between moving vehicles and the sidewalk, and to account for the need to accommodate buses. Buses and trucks, mirror to mirror, are wider than cars, and generally operate in the curb lane.
- 13-foot curb lanes are recommended.

Business Access and Transit Lane (BAT):

- The proposed southbound BAT lane would operate during AM peak hours when parking is restricted. The time extents of the BAT lane and parking restrictions could increase based on future congestion levels.

Median:

- An increase in the existing median width is recommended.

Sidewalks:

- Sections of the existing sidewalks are 6 feet wide. The proposed amenity zone (pedestrian sidewalk and planter strip) would be a maximum of 10.5 feet wide and would provide ample room for multiple users.

DRAFT

OCTOBER 2002